



*Notice and Opportunity for Public Comment*

## **PFC Application 9**

Long Beach Airport

May 20, 2020



**FRASCA & ASSOCIATES, LLC**



**long beach**  
airport

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# 1. Overview

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- **The City of Long Beach (City) intends to submit a new impose and use PFC application to the Federal Aviation Administration (FAA) for Long Beach Airport (LGB)**
  
- **The proposed PFC application will fund:**
  1. Terminal Area Improvement Program (TAIP) enhancements to landside terminal facilities
  2. Airfield geometry improvements and pavement rehabilitation
  3. Replacement of ARFF vehicle
  4. New electric GSE chargers
  
- **The PFC level will continue to be \$4.50 per eligible enplaned passenger with a new estimated expiration date of May 1, 2044**

## 2. Notice and Opportunity for Public Comment

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▪ **This booklet provides all information required under Section 158.24 regarding public consultation:**

- PFC level, proposed charge effective date, estimated charge expiration date, and estimated total PFC revenues
- Name and contact for the person within the public agency to whom the comments should be sent
- Brief project description and justification

▪ **Public comments may be submitted through June 22, 2020 to:**

**Mony Chhey**

Financial Services Officer

Long Beach Airport

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Second Floor

Long Beach, CA 90808

(562) 570-2664

[mony.chhey@longbeach.gov](mailto:mony.chhey@longbeach.gov)

### 3. Key Application Information

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Item	Description
PFC level	\$4.50 (no change)
Total PFC revenue	\$66,239,359
Effective date	November 1, 2034
Expiration date	May 1, 2044
Exempted class of air carriers	Nonscheduled on-demand air carriers filing Form 1800-31 (Air Taxi Commercial Operators or ATCO)

## 4. Proposed PFC Application Plan of Finance

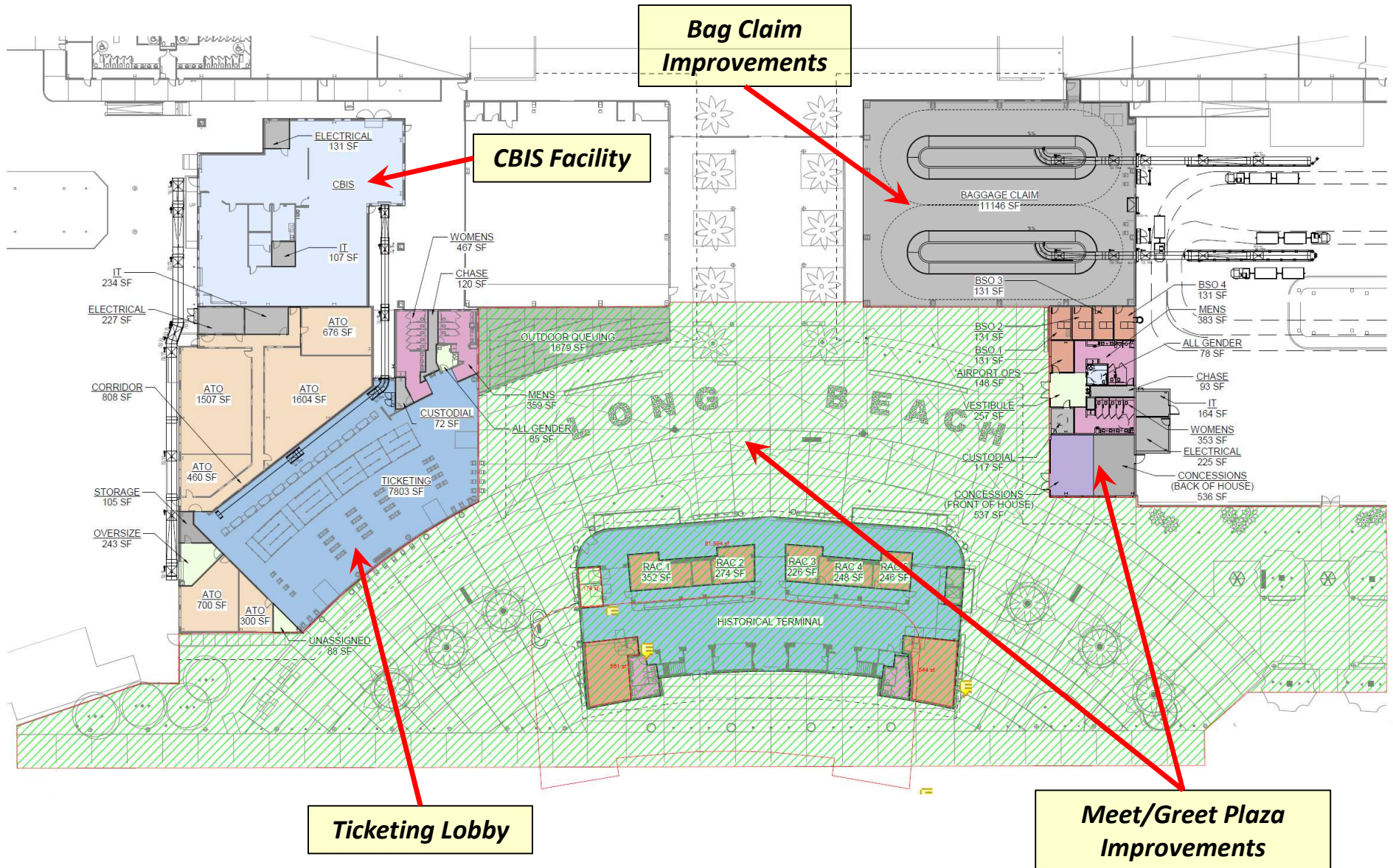
Project	AIP grants	TSA grants	PFC paygo	LGB cash	Total
1. CBIS Facility	\$0	\$10,509,690	\$11,768,543	\$0	\$22,278,233
2. Ticketing Lobby	-	-	17,765,500	8,499,873	26,265,373
3. Baggage Claim Improvements	-	-	18,637,387	-	18,637,387
4. Meet/Greet Plaza Improvements	-	-	10,823,977	6,589,114	17,413,091
5. Taxiway B Construction	9,472,497	-	698,336	682,057	10,736,754
6. Taxiway L Improvements	35,810,700	-	3,689,300	-	39,500,000
7. ARFF Vehicle Replacement	-	-	1,524,000	-	1,524,000
8. GSE Electrical Chargers	-	-	1,332,316	-	1,332,316
<b>TOTAL</b>	<b>\$45,283,197</b>	<b>\$10,509,690</b>	<b>\$66,239,359</b>	<b>\$15,771,044</b>	<b>\$137,687,154</b>

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## 5. PROJECT INFORMATION-

### *Terminal Area Improvement Program (TAIP) Projects*

## 5. Terminal Area Improvement Program—Overview



## 5. Terminal Area Improvement Program—*Project Rendering*



## 5. Terminal Area Improvement Program—*Project Rendering*



## 5. Terminal Area Improvement Program—*Ticketing Lobby Rendering*

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## 5. Terminal Area Improvement Program—*Project Rendering*

***Bag Claim Improvements***

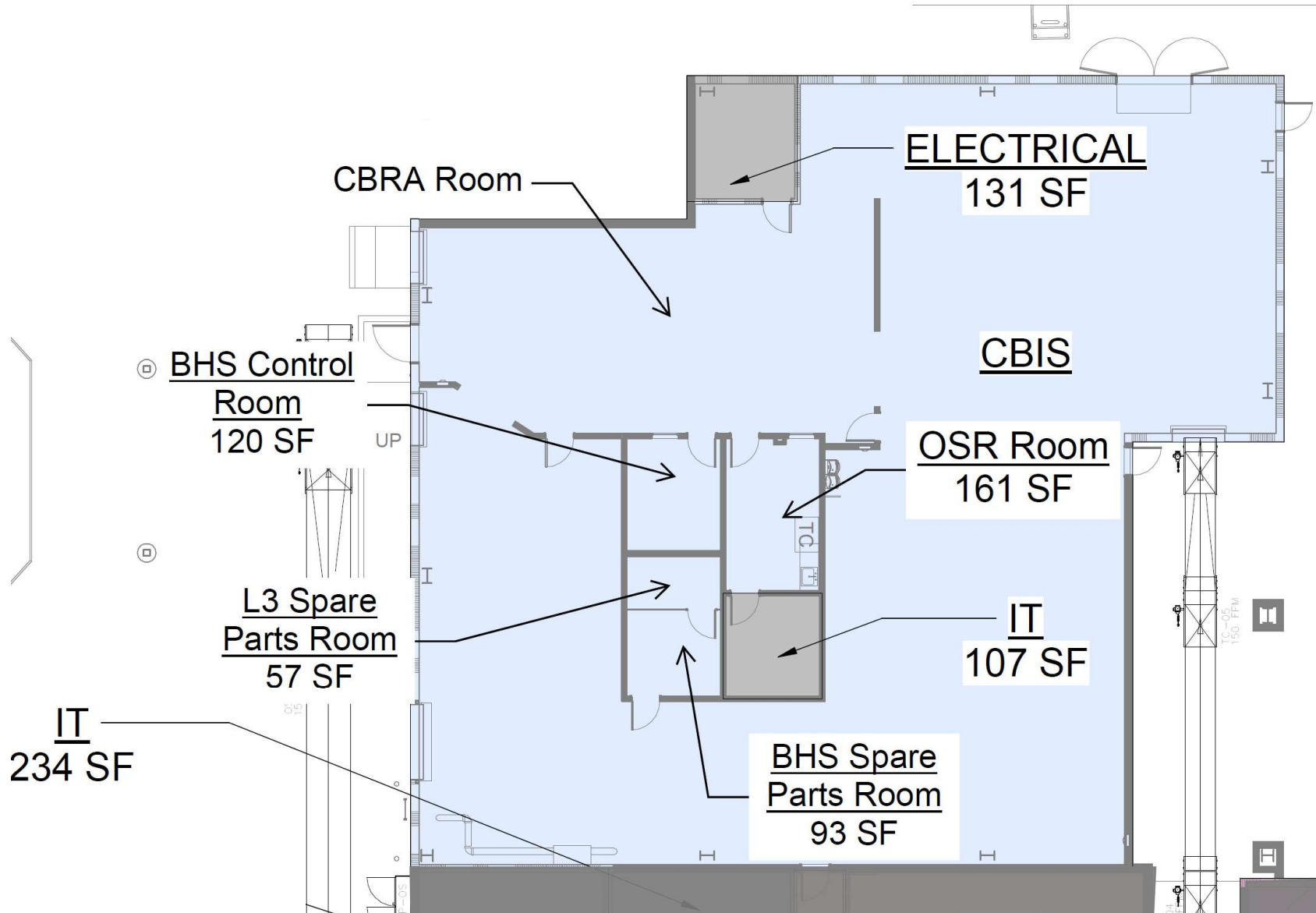


***Meet/Greet Plaza Improvements***

## 5-1. Proposed PFC Projects: *CBIS Facility*

14 CFR 158.23b Req't	Description
<b>Project description</b>	This project will replace the existing 5,000-square-foot Transportation Security Administration (TSA) checked baggage inspection system (CBIS) with a new 7,000-square foot facility adjacent to the new Ticketing Lobby. The existing facility is not a true inline baggage screening facility and is very labor-intensive to operate. The new system will be fully inline, increasing processing capacity and enhancing security. PFCs will fund the construction costs not eligible for reimbursement from the TSA Other Transaction Agreement (OTA). The new EDS will have a throughput of 674 bags per hour, compared with 226 bags per hour for the existing EDS.
<b>Project justification</b>	<p>This project will</p> <ul style="list-style-type: none"> <li>• <b>Enhance security</b> by relocating the facility to the “back-of-house” SIDA and by upgrading to the latest version of TSA design criteria</li> <li>• <b>Enhance capacity</b> by increasing EDS processing capacity from 226 to 674 bags per hour</li> </ul>
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	February 2018
<b>Project completion date</b>	September 2021

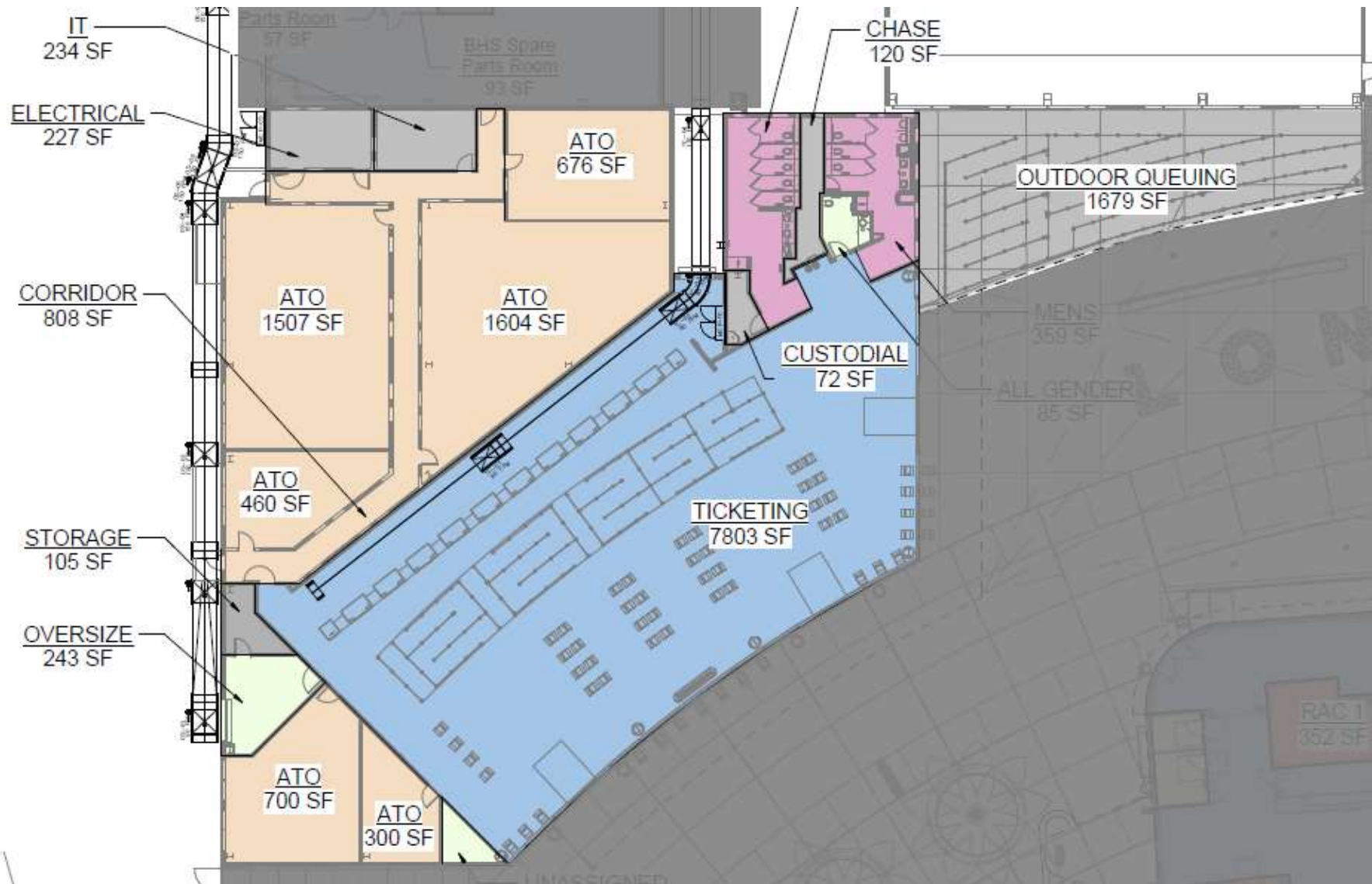
## 5-1. Proposed PFC Projects: *CBIS Facility—Building Plan*



## 5-2. Proposed PFC Projects: *Ticketing Lobby*

14 CFR 158.23b Req't	Description
<b>Project description</b>	This project consists of the construction of a new, 16,500-square-foot building to the south of the historic terminal building to house passenger and baggage check-in functions. All 18 ticket counter and 4 bag drop positions will be common use, and the Ticketing Lobby will have space to accommodate up to 50 common use kiosks. The new building will decrease existing congestion by providing much expanded passenger circulation and queuing space and enhance competition by providing fully common use passenger check-in systems.
<b>Project justification</b>	<p>This project will</p> <ul style="list-style-type: none"><li>• <b>Enhance capacity</b> by providing additional queuing, circulation, and kiosk space</li><li>• <b>Enhance competition</b> by replacing the existing 22 exclusive-use ticket-counter positions with 22 common-use positions</li></ul>
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	February 2020
<b>Project completion date</b>	January 2022

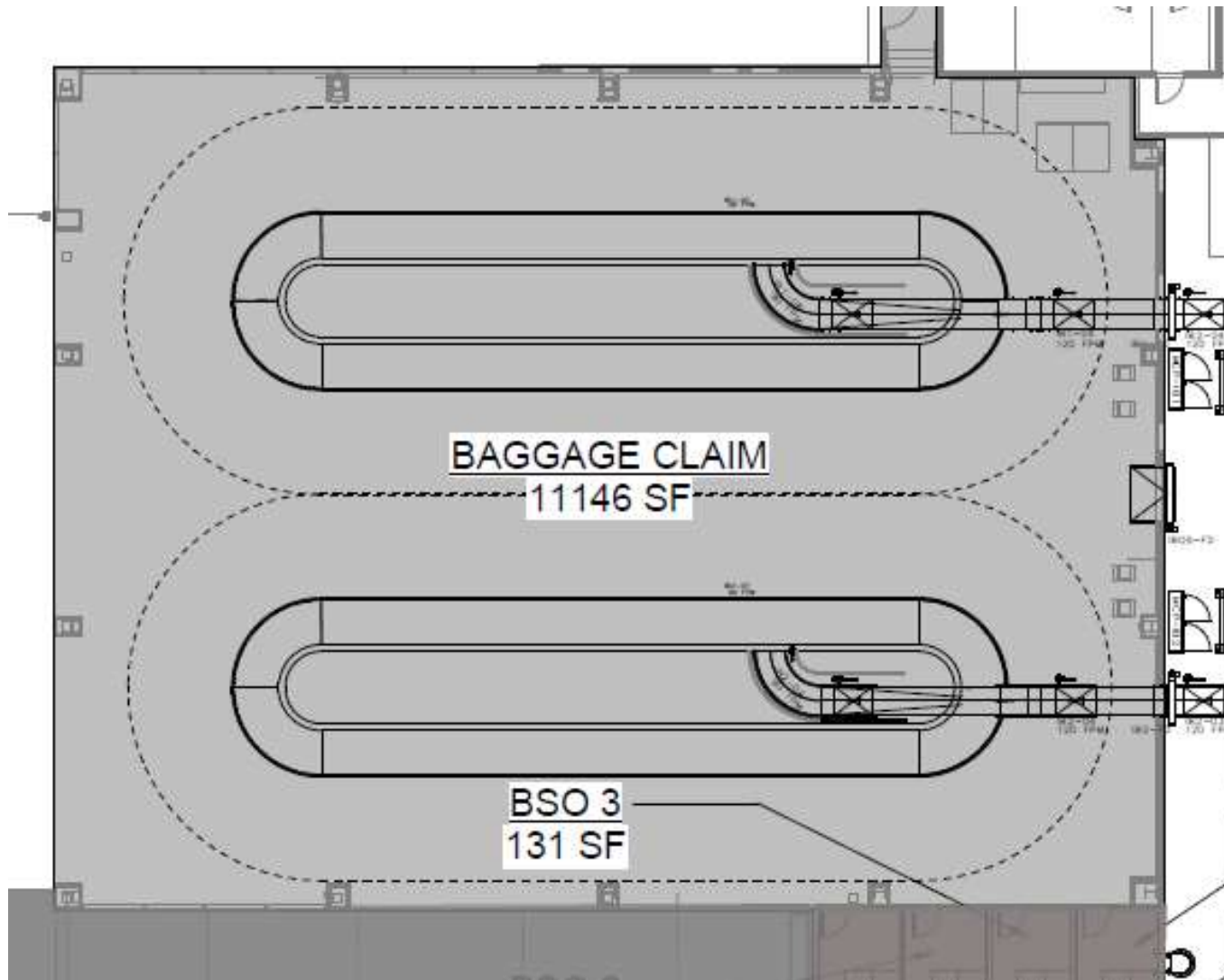
## 5-2. Proposed PFC Projects: *Ticketing Lobby—Building Plan*



### 5-3. Proposed PFC Projects: *Baggage Claim Improvements*

14 CFR 158.23b Req't	Description
<b>Project description</b>	This project consists of the replacement of the Airport's existing baggage claim units that are approximately 20 years old and at the end of their useful life. The 3 existing flatbed baggage claim units will be replaced by 2 carousels with a sloped-plate design with almost double the capacity of the existing devices. The new devices will increase carousel frontage from 225 linear feet to 380 linear feet, decreasing congestion. The devices will be housed in an approximately 11,000-square-foot building fully accessible to the public.
<b>Project justification</b>	<p>This project will</p> <ul style="list-style-type: none"><li>• <b>Enhance capacity</b> by replacing existing flat-plate devices with linear claim frontage of 225 feet with new sloped-plate devices with claim frontage of 380 feet</li><li>• <b>Enhance security</b> by replacing existing devices that recirculate through the SIDA with closed-loop devices</li></ul>
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	August 2021
<b>Project completion date</b>	November 2022

### 5-3. Proposed PFC Projects: *Baggage Claim Improvements—Site Plan*

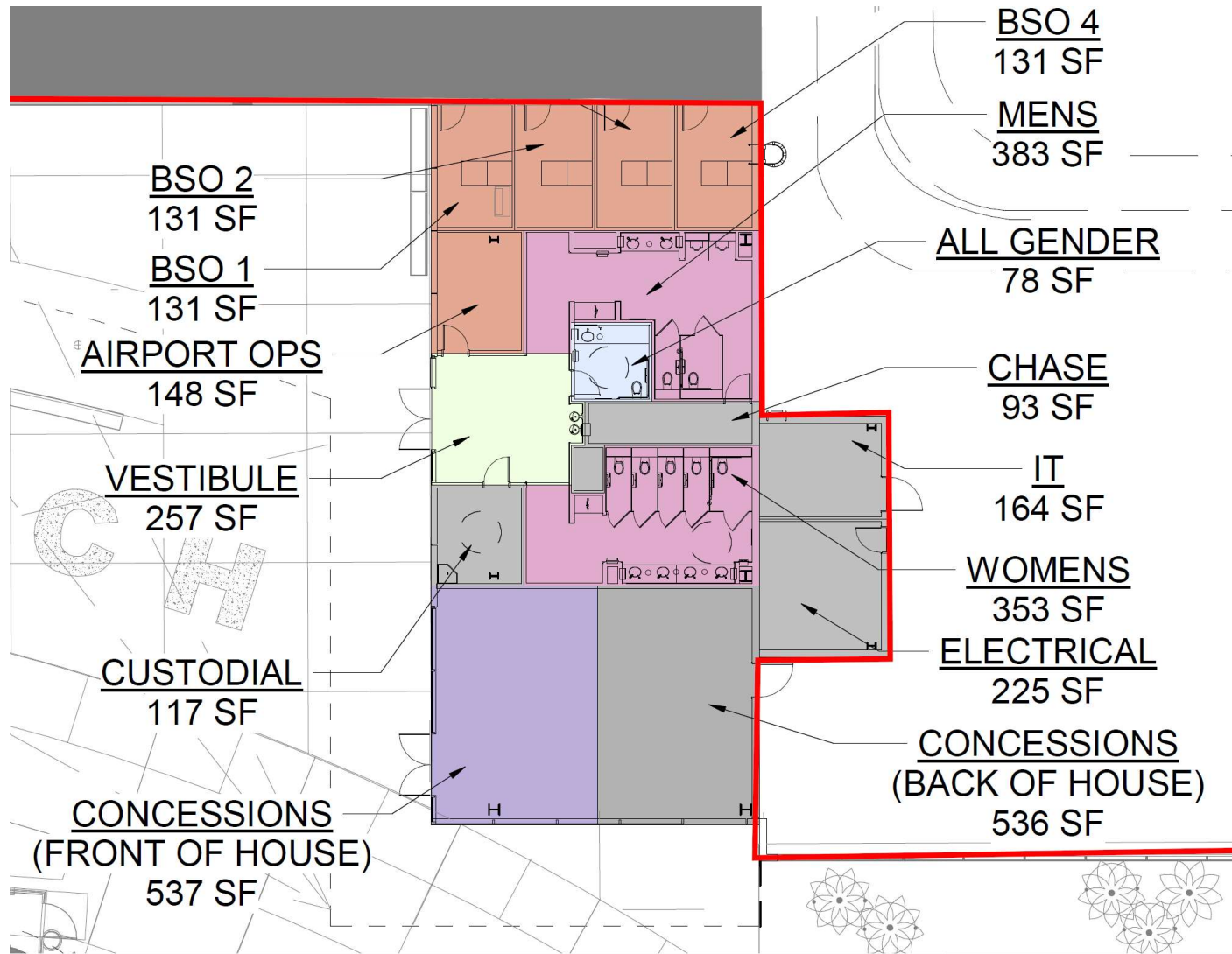


Note: BSO noted is not part of this facility.

## 5-4. Proposed PFC Projects: *Meet/Greet Plaza Improvements*

14 CFR 158.23b Req't	Description
<b>Project description</b>	This project consists of hardscape improvements to the approximately 75,000-square-foot existing exterior plaza connecting the curbside, the historic terminal building, the future Ticketing Lobby, the security screening checkpoint and the new baggage claim building. Additionally, a new approximately 4,000-square-foot building will be built to the northwest of the historic terminal building to house public restrooms, airport operations offices, airline baggage service offices, concession, and concession storage space.
<b>Project justification</b>	This project will <ul style="list-style-type: none"><li>• <b><i>Enhance capacity</i></b> by providing dedicated restrooms for meters and greeters and arriving passengers</li></ul>
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	July 2020
<b>Project completion date</b>	November 2022

## 5-4. Proposed PFC Projects: *Meet/Greet Plaza—Service Center Building Plan*



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## 5. PROJECT INFORMATION-

### *Other Projects*

## 5-5. Proposed PFC Projects: *Taxiway B Construction*

14 CFR 158.23b Req't	Description
<b>Project description</b>	This project consists of the conversion of the closed asphalt Runway 16R-34L pavement to a new asphalt concrete pavement to be designated as Taxiway E. The existing Taxiway B will become part of the existing ramp servicing the fixed base operator (FBO). The project includes the construction of new connectors, demolition of existing runway and taxiway pavements, grading and drainage improvements, and new light emitting diode (LED) airfield signage. Additionally, the project will include the relocation of an existing vehicle service road adjacent to the existing ramp to the west of the new Taxiway E. These improvements were recommended by the Airfield Geometry Study to enhance safety by reducing runway incursions.
<b>Project justification</b>	This project will <ul style="list-style-type: none"><li>• <b>Enhance safety</b> by modernizing airfield geometry to meet current FAA standards</li></ul>
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	November 2020
<b>Project completion date</b>	July 2021



## 5-5. Proposed PFC Projects: *Taxiway B Construction—Hot Spot 1*

### 5.1.2. Hot Spot 1: Intersection of Taxiway D, B, and K

Aircraft moving northbound on Taxiway B and instructed to hold short of Runway 12-30 at Taxiway K sometimes miss the turn onto Taxiway K and proceed straight ahead entering onto Runway 12-30 and Runway 7L-25R without ATCT authorization. This Hot Spot is within an area that presents a very confusing complex of taxiway intersections with a vast area of pavement. This layout presents a highly confusing set of intersections and choices to pilots. Hot spot 1 is shown in Figure 5-2.

Figure 5-2: Hot spot 1

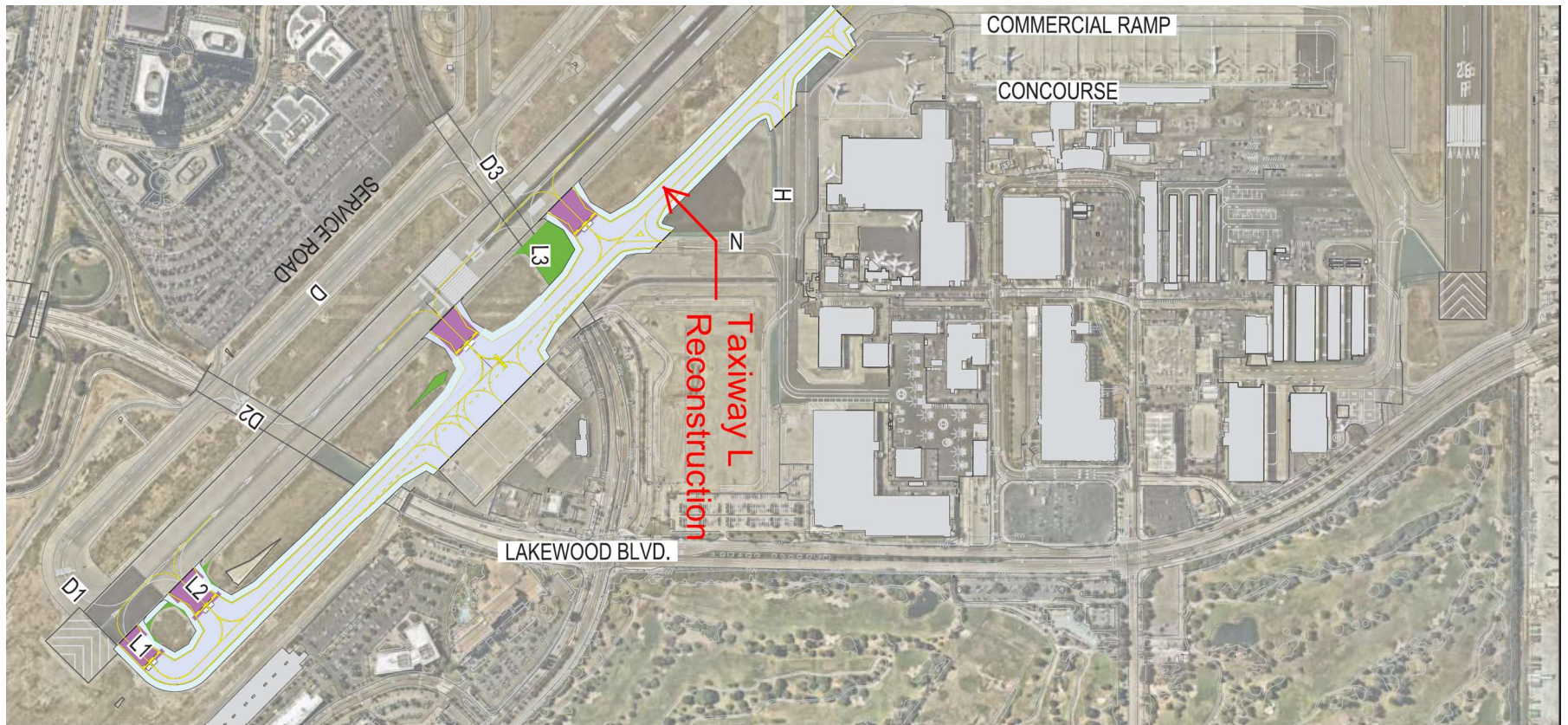




## 5-6. Proposed PFC Projects: *Taxiway L Improvements*

14 CFR 158.23b Req't	Description
<b>Project description</b>	This project will reconstruct approximately 4,500 feet of Taxiway L pavement, including the Lakewood Boulevard and Spring Street underpasses, using P-501 Portland cement concrete. The project will also include grading and drainage improvements, including the under-drain facilities of adjacent to the two underpasses (Lakewood Boulevard and Spring Street tunnels) to alleviate subgrade saturation caused by groundwater buildup. Taxiway L3 will also be relocated off the Spring Street underpass. This project will preserve safety and capacity by remedying accelerated pavement damage (structural subgrade failure and rutting). The Airport has had to perform numerous emergency surface repairs to prevent foreign object debris (FOD).
<b>Project justification</b>	This project will <ul style="list-style-type: none"> <li>• <b><i>Preserve capacity</i></b> by reconstructing deficient pavement sections of the Airport's primary taxiway for departing commercial aircraft</li> </ul>
<b>Proposed PFC level</b>	\$4.50
<b>Project start date</b>	March 2021
<b>Project completion date</b>	March 2022

## 5-6. Proposed PFC Projects: *Taxiway L Improvements—Proposed Project*



## 5-7. Proposed PFC Projects: *ARFF Vehicle Replacement*

14 CFR 158.23b Req't	Description
<b>Project description</b>	This project consists of the acquisition of an ARFF Class 5 (3,000-gallon) vehicle to replace an existing Class 5 vehicle that has been in service for 26 years and is in poor condition. The purchase will be compliant with FAA Advisory Circular 150-5220-10E, Guide Specification for Aircraft Rescue and Fire Fighting Vehicles.
<b>Project justification</b>	This project will <ul style="list-style-type: none"><li>• <b><i>Preserve safety</i></b> by replacing a required existing Class 5 vehicle in poor condition with a new vehicle meeting FAA standards</li></ul>
<b>Proposed PFC level</b>	\$4.50
<b>Proposed acquisition (project start and completion) date</b>	June 2020

## 5-8. Proposed PFC Projects: *GSE Electrical Chargers*

14 CFR 158.23b Req't	Description
<b>Project description</b>	This project consists of the acquisition and installation of fifteen Level 2 GSE chargers within its Airport Operations Area (AOA) to service the Airport's fleet of zero-emission GSE. The operation of zero-emission GSE is an emission reduction strategy in the Airport's Air Quality Improvement Plan. Two new POSICHARGE DVS400 Level 2 charging units and 13 new POSICHARGE MVS400 Level 2 charging units, along with new electrical conduits, breakers, disconnect switches, wires, bollards, concrete pads, and a cable management system will be acquired and installed. During the project's anticipated 13-year life, the Airport expects to complete the conversion of its entire GSE fleet to battery-electric equipment. The equipment is compliant with the requirements of the Voluntary Airport Low Emission (VALE) program.
<b>Project justification</b>	This project will <ul style="list-style-type: none"> <li>• <b>Preserve capacity</b> by allowing for increased GSE operations without increasing emissions</li> </ul>
<b>Proposed PFC level</b>	\$4.50
<b>Proposed acquisition (project start and completion) date</b>	March 2020

## 6. Next Steps

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- **Air carrier consultation and public comment periods end on June 22, 2020**
- **Target application submittal to FAA in July 2020 (following minimum 30-day consultation period)**
- **FAA approval for application would be received by November 2020 (following 120-day maximum review period)**